fare between Kerala and! Gulf sector despite comparatively existing high fare in this sector;

(b) if so, what are the reasons f°r hike in this region; and

(c) what remedies Government proposa to take to remove anomalies created by the Air India dfespite the distance being shorter than Bcenbay-Oulf?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL, AVIATION (SHRI JAGDISH TYTLER): (a) With effect from Octo cer, 1385 the fares on the India-Gulf sector have been increased by 4 per cent.

(b) The increase has been necessita ted due to escalation in the opera tional costs.

(c) The Bombay-Gulf distance is not shorter than 'the Trivandrum-GuJf distance. Even otherwise it is not always possible to establish fare levels in direct proportion to the route distance. Other factors such as aggregate capacity deployed, compe titive condition.; prevailing in (he market, lhe need to develop tourist traffic, the economic conditions exist ing in the concerned markets, ete. also govern the determination of fare levels. In view of these factors and fheir varying impact on differ ent routes, fares per mile unit differ on different sectors.

Conversion of Rainnagat-Moradabad rail line

2445. SHRI KRISHNA NAND JO-SHI; Will the Minister of TRANSPORT be pleassd to refer to the answer to Unstarred Question 1079 given in tlie Rajya Sabha on the 7th March, 1384 and state:

(a) what progress has so far Wfen made with regard to conversion of tb» Moradabad-Romnagar nul line;

Ob) what is ihe amount sanctioned for thic, project durnig the current financial year;

(c) whether it is a fact that rgw Government of Uttar Pradesh bas in the recent past requested the Cen tral Government for the expeditious completion of the project;

(d) if so, what are the details thereof; and

(c) by when it is likely to be com pleted?

THE MINISTER OF STATE. IN . THE DEPARMENT OF RAILWAYS (SHRI HADHAVRAO SEINDIA): (a) The physical progress js about 35 per cent.

(b) Pks. LW crores.

(C) Yes, Sir.

(d) The Chief Minister of Uttar Pradesh has written letter and has also personally discussed the sub ject.

(e) It<j completion will depend *o>i* availability of resources in the om-ing years.

Platforms at Guwahati

244G. SHRl (MOLANA) ASRARUL HAQ: Will ihe Minister of TRAHS-PORT be pleased to state;

(a) how many platforms were available for passenger traffic before construction of broad gauge line up to Guwahati;

(b) whether the Department of Railways had directed vide their let ter No. 84/TGIJI/4G1/7 dated the 31st July, 1584 to give permission to big contractors to set up bookstall?' only on those existing platforms! which wer<: replaced due to gauge conversion; and

(c) what are the. reasons thai or ders were floutedulw plotting a book stall to a big contractor on newly constructed platforntg number 6-7, at Guwahati, wiiich v/Ss. to be given to unemployed' jtradusrtes? '